



## A Plan to Connect Baltimore



**LINKING YOU**  
**MTA**  **Maryland**  Maryland Department of Transportation



# What is BaltimoreLink?

- **Improve** service quality and reliability
- **Maximize** access to high-frequency transit
- **Strengthen** connections between the MTA's bus and rail routes
- **Align** the network with existing and emerging job centers
- **Involve** riders, employees, communities, and elected officials in the planning process

*Linking*  
Modes  
Places  
People

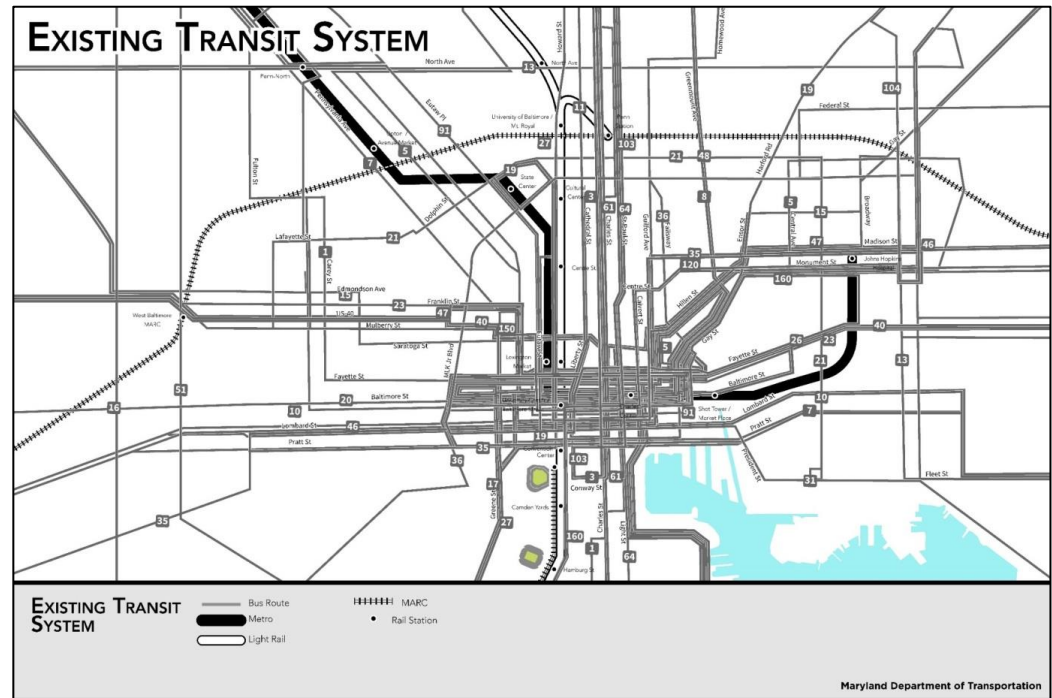
*Improving*  
Safety  
Efficiency  
Reliability  
Customer Service



# Existing Service

We've heard the existing transit system is...

- Broken
- Disconnected
- Crowded
- Unclean
- Unreliable
- Not connected to jobs



## Major Problems:

- **Lengthy Routes** – Long east-west and north-south routes
- **Highly Congested** – Buses bottleneck due to network design
- **Unreliable** – Network design hinders MTA's ability to provide reliable service



# The Solution - The BaltimoreLink Network



- **High-frequency** routes into and throughout urban core

- Color-coded routes
- All lines access Downtown
- 24 hours of service per day
- Designed to connect to all other CityLink routes and to Rail Stations



- **Local** Routes connecting to CityLink routes

- Neighborhood connectivity
- Suburb-to-urban core connectivity



- **Limited stop** routes into urban core and suburb-to-suburb

- Connecting to Regional Job Centers and Downtown

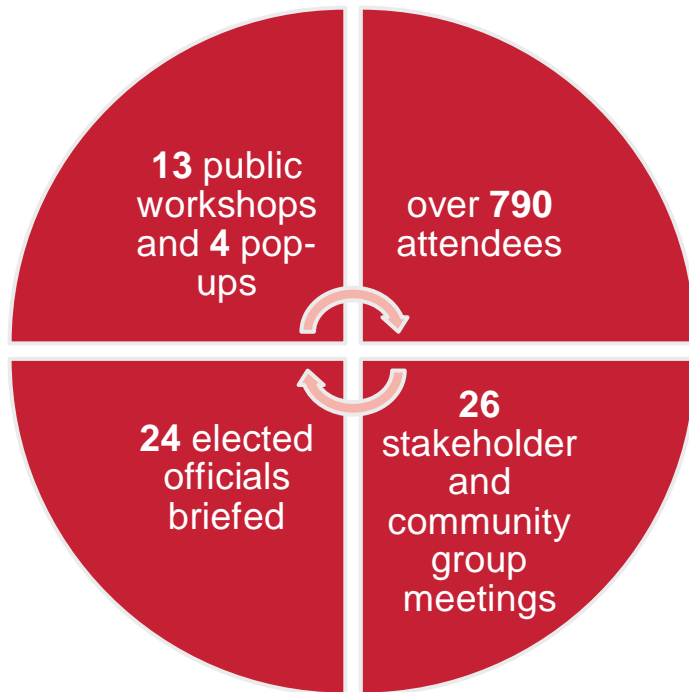
To be integrated seamlessly with:



# 1<sup>st</sup> Draft Outreach

October 2015 – February 2016

- BaltimoreLink Outreach built upon the effort accomplished as part of the 2013 Baltimore Network Improvement Project (BNIP)
- MTA gathered over 1,280 comments from 67 key events



# 1<sup>st</sup> Draft Outreach

## Comment Submittal and Topic



61% submitted online  
(mySideWalk or Survey Monkey)

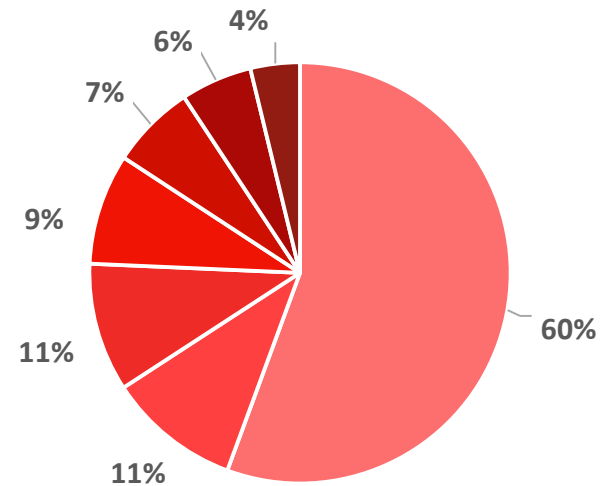


24% submitted comment form



15% submitted in other formats  
(hotline, email, verbal, or other)

- The majority of comments were about specific routes, forced transfers, and safety/cleanliness of the proposal



- Specific BaltimoreLink Route Proposal
- Forced Transfer
- Safety/Cleanliness
- Information/ Resources
- New Service Area Request
- Schools/School Children
- Other



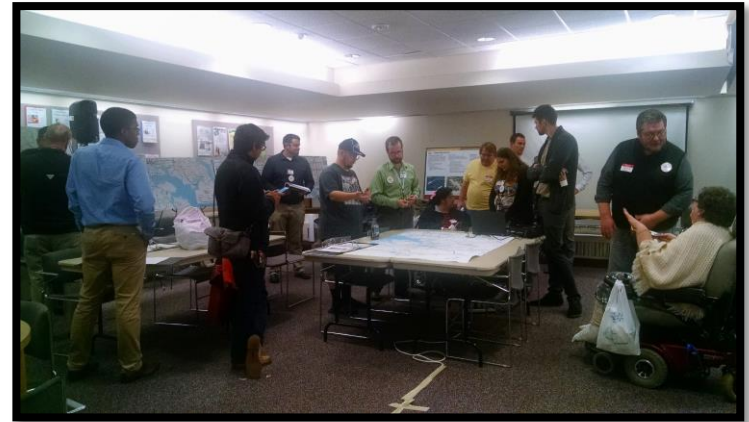


# Public Impact on 2<sup>nd</sup> Draft

You spoke. We listened.

We adjusted **56 of the 65** first draft routes as a direct response to public feedback.

The **2<sup>nd</sup> Draft** BaltimoreLink network reflects some modifications that the public desires while maintaining the new hub and spoke, high-frequency core model



# Public Impact on 2<sup>nd</sup> Draft – Significant Changes

- **Greenmount Ave.** (Current Route 8 and 48) – reintroducing CityLink Red to serve the entire corridor
- **Garrison Blvd. and Edmondson Ave.** (Current Routes 91 and 15) – reintroducing connection to downtown
- **Eastern Ave.** (Current Route 10) – reintroducing CityLink Navy to serve Eastern Ave. in Highlandtown
- **Express Services** Reintroducing current routes 103, 115, 119, 120 and 160
- **Falls Rd, Roland Ave., N. Charles St., and Philadelphia Rd.** (Current routes 27, 61, 11, 35) – reintroducing existing services
- **North Ave.** (Current Route 13) – Corridor-long CityLink Gold service
- **Harford Rd.** (Current Route 19) – reintroduced as LocalLink 19
- **Patapsco Station and Annapolis** (Current Route 14) – keeping a one seat ride
- **White Marsh Mall and Middle River** – (New LocalLink 61) New one-seat ride
- **Curtis Bay** (Current Route 64) – Improved transfers to Light Rail
- **Southwest and Northeast Baltimore** (Current Route 36) – Improved connections between CityLinks Yellow and Green





# Measuring the New System

## ■ Partners:

- Baltimore Metropolitan Council (BMC)
  - Method: Regional travel demand model
  - Measured: Transfers, travel time and access to jobs
- Maryland Department of Planning (MDP)
  - Method: GIS mapping
  - Measured: Frequent Transit Network and population group access to human services



# Here is What We Found



**Preserving Daily Transfer Rate and Travel Times**



**33,600 More People with Access to Transit**



**Households will have Better Access to Jobs**



**Better Access to Services in the Region**



# What Will Not Change

You spoke. We listened.



## Minimal Change to Daily Transfer Rate

With the BaltimoreLink system, the average daily transfer rate in the region changes by less than 2%.



**53%** Of trips will require zero transfers.



**35%** Of trips will require one transfer.



**12%** Of trips will require two or more transfers.

The transfer rate measurement is based off of ridership patterns and is driven by a projected increase in mid-day trips.

Additionally, the transfer experience under BaltimoreLink will be eased with better frequencies on many routes, increased reliability, and improved wayfinding.



## Average Transit Travel Time of 52 Minutes

On average, a transit trip will take 52 minutes under BaltimoreLink, including time to access the bus stop, waiting time, time on the vehicle, and any necessary transfers. This is the same average transit travel time as on the current MTA system.



# What Will Improve

## Increasing Access to Transit



### 33,600 More People with Access to Transit

Under BaltimoreLink, an estimated 33,600 additional people – a 4% increase over the existing system – will be within 1/4 mile of transit.



### 60,700 More People with Access to Frequent Transit

Under BaltimoreLink, an estimated 60,700 additional people – a 15% increase over the existing system – will be within 1/4 mile of the frequent transit network. **The Frequent Transit Network is defined as any BaltimoreLink (CityLink and select LocalLink) route that operates every 15 minutes or less during peak and midday periods.**



# What Will Improve

## Increasing Access to Jobs



### Households will have Better Access to Jobs

Within the MTA service area, the average number of jobs accessible within 30 minutes on transit increases by 20%. The average number of jobs accessible within 45 minutes increases by 12%, and the average number of jobs accessible within an hour increases by 8%.



**+20%**

More jobs, on average, are accessible within 30 minutes or less.



**+12%**

More jobs, on average, are accessible within 45 minutes.



**+8%**

More jobs, on average, are accessible within 60 minutes.



### 34,400 More Jobs will have Access to Frequent Transit

Under BaltimoreLink, an estimated 34,400 additional jobs – a 14% increase over the existing system – will be within 1/4 mile of the Frequent Transit Network.



# What Will Improve

## Increasing Access to Services



### Better Access to Services in the Region

BaltimoreLink is designed to provide **more frequent transit** to those educational institutions and health services that people need the most.



**+5**  
**Hospitals**



**+56%**



**+7**  
**Pharmacies**



**+6%**



**+12**  
**Supermarkets**



**+24%**



**+15**  
**Public Schools**



**+13%**



**+4**  
**Libraries**



**+22%**

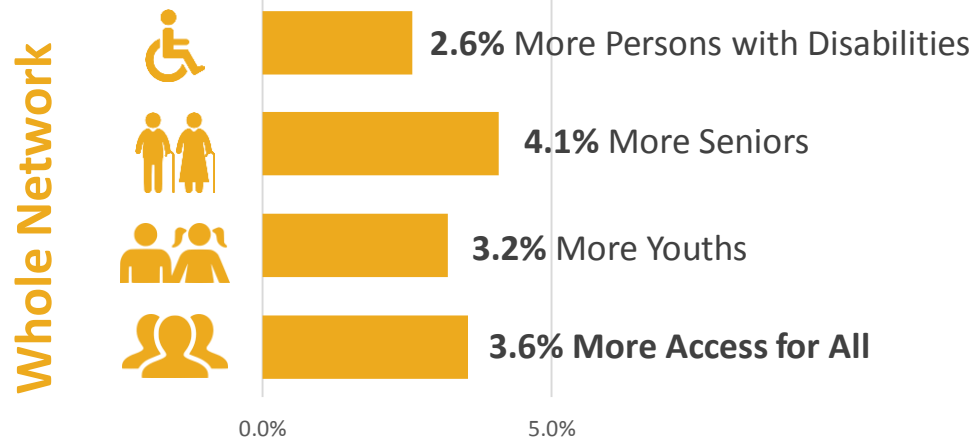
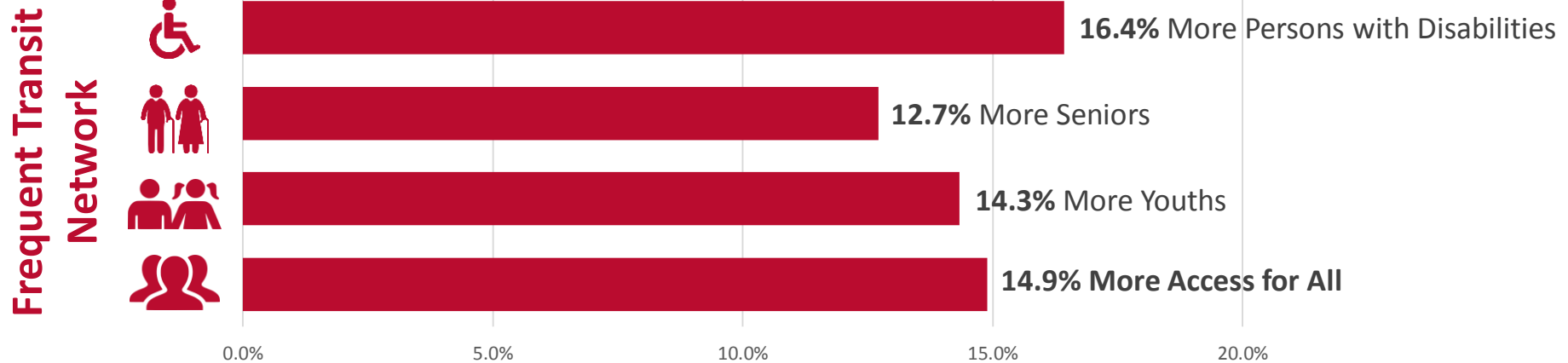




# What Will Improve

## Increasing Accessibility

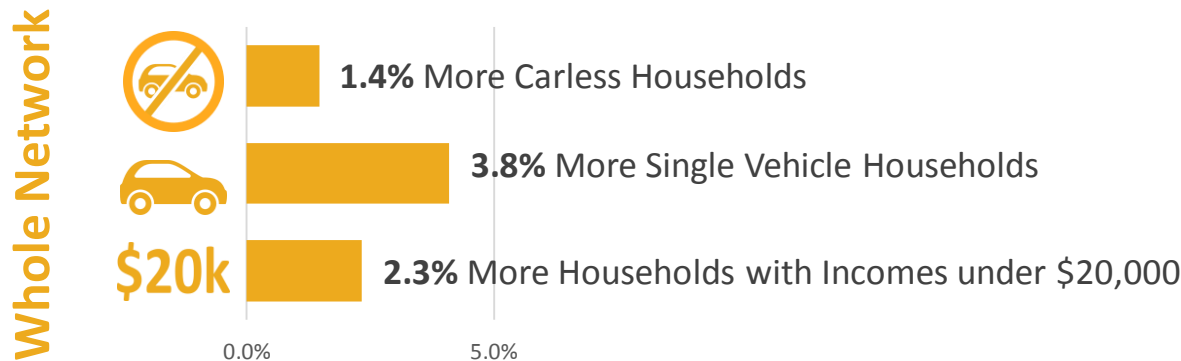
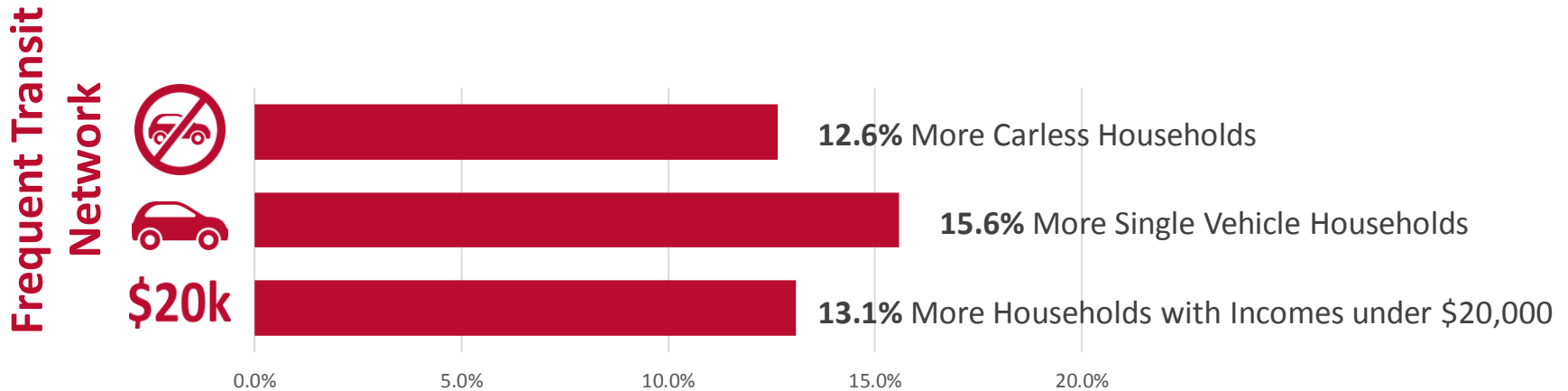
CHANGE IN PERCENT OF POPULATIONS  
WITHIN ¼ MILE OF BALTIMORELINK



# What Will Improve

## Increasing Accessibility

CHANGE IN PERCENT OF HOUSEHOLDS  
WITHIN ¼ MILE OF BALTIMORELINK



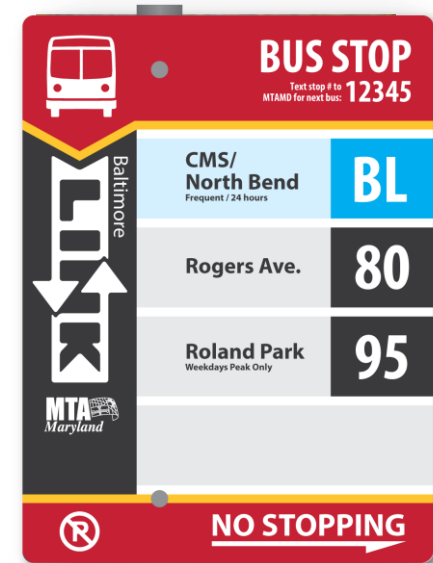
# What Will Improve

- **Bus Stop Signage**

- New signage will provide better destination information in a clear, easy-to-use fashion

- **Bus Vehicle Branding**

- New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements



Note: Draft Image



# What Will Improve

## Bus Stop Optimization

- Spacing
  - Industry standards corresponding with density, land use and route type
  - Exceptions based on trip generators (medical centers, assisted living facilities, etc.)
- Pedestrian Safety
  - Examining curb ramps, crosswalks, sidewalks, lighting, etc.
  - ADA Compliance
- Amenities
  - Shelters
  - Collaboration with partners (City for benches, SHA for trash cans)

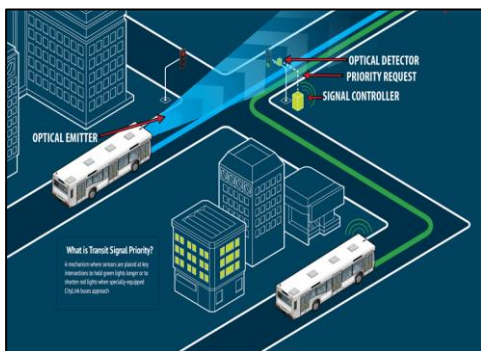
MTA is currently performing field assessments of existing and proposed bus stops. Pending network modifications, a final list will be available this fall.



# What Will Improve Capital Investments

- ✓ Making the System More Reliable
- ✓ Helping Buses Move More Efficiently
- ✓ Improving the Customer Experience

## Transit Signal Priority



- Hardware and software to enable active priority for buses
- Approaching buses can trigger a shorter red light or longer green light
- Focusing on CityLink corridors and major pinch points

## Dedicated Lanes



- Red painted lanes and “BUS LANE” striping
- Focusing on corridors with multiple CityLink routes to keep people moving

## Transfer Facilities



- Transit facilities, transfer areas, layovers, and optimized bus stops
- Improved or new signs, schedules, trash bins, benches, shelters, canopies, TVMs, and other amenities



# What Will Improve Capital Investments

## Transfer Facility Locations

- West Baltimore MARC station
- North Ave between Charles and St. Paul
- Penn-North Metro Station
- Courthouse (Broadway/Harford)
- Bayview Hospital
- Charles Center Metro Station
- Lexington Market (Eutaw St)
- Penn Station
- State Center
- North Ave Light Rail Station

## Possible Amenities



**Streetscape improvements** for pedestrian safety



**Improved signage** to facilitate wayfinding and ease transfers



**Real Time Information Signage** so riders know when buses will arrive



**Sheltered waiting areas** to protect riders from the elements



**Ticket vending machines** to allow riders to pre-purchase fare cards



**Improved bicycle storage**



**Enhanced lighting and ornamental fencing** to increase safety and security



**Closed-circuit television cameras** to increase rider safety



**Trash receptacles**

*Note that photos are for illustrative purposes only and do not necessarily represent actual transfer facilities.*





# What Will Improve

## Increasing Transportation Options



**Bike Share** – Baltimore City’s Bike Share provider, Bewegen, will be rolling out Bike Share as early as September 2016 with locations at or adjacent to about 10 MTA rail facilities. Additionally, MTA is improving bike parking at all rail stations.



**Car Share** – To be added to more than 20 MARC Train, Light RailLink, and Metro SubwayLink parking facilities

**Commuter Bus** – 3 new routes that connect Baltimore City residents to regional employers

- New service between Baltimore and Aberdeen Proving Ground
- New service between Baltimore and Annapolis/Kent Island
- New service between Baltimore and Columbia/Howard County



**Locally Operated Transit Support** – Increasing funding where improved, local connections are needed.

- **Charm City Circulator** – Increased funding for three years
- **Fort Meade Shuttle** – Additional funding for the Regional Transit Authority (RTA) to operate a shuttle connecting the Savage and Odenton MARC Stations.



**Microtransit** – A pilot program of this emerging, scaled down version of mass transit that provides a shared, on-demand, and tech-enabled ride.



# Local Analysis – Northwood

## Current Service on Greenmount

MTA 8 (UMTC to Lutherville)

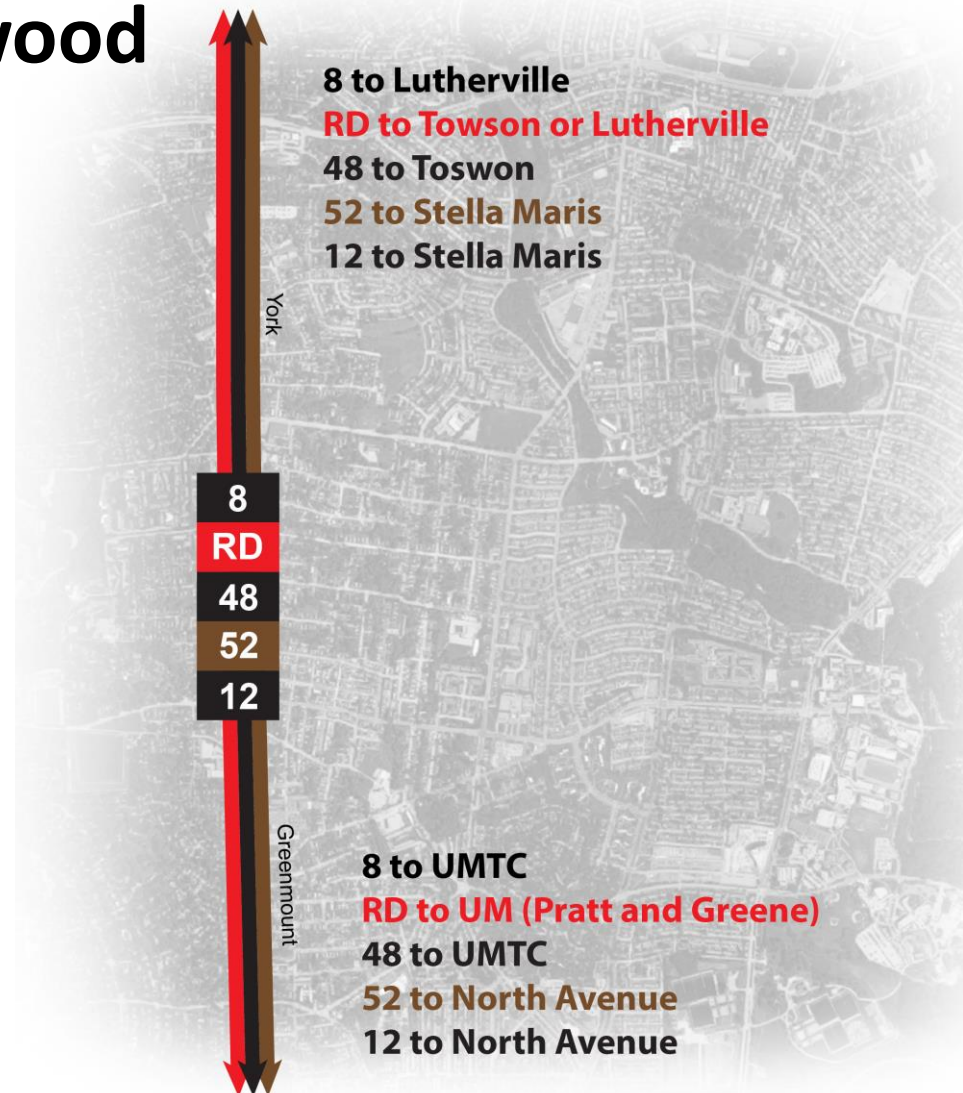
MTA Quick Bus 48 (UMTC to Towson)

MTA 12 (North Ave to Stella Maris)

## Proposed Service

MTA 8 and 48 ➡ CityLink (CL) Red  
(Downtown to Towson or Lutherville)

MTA 12 = LocalLink (LL) 52  
(North Avenue to Stella Maris)



# Local Analysis – Northwood

## Current Service on Alameda

**MTA 36**

(Riverview or Monroe Street to Belvedere Square)

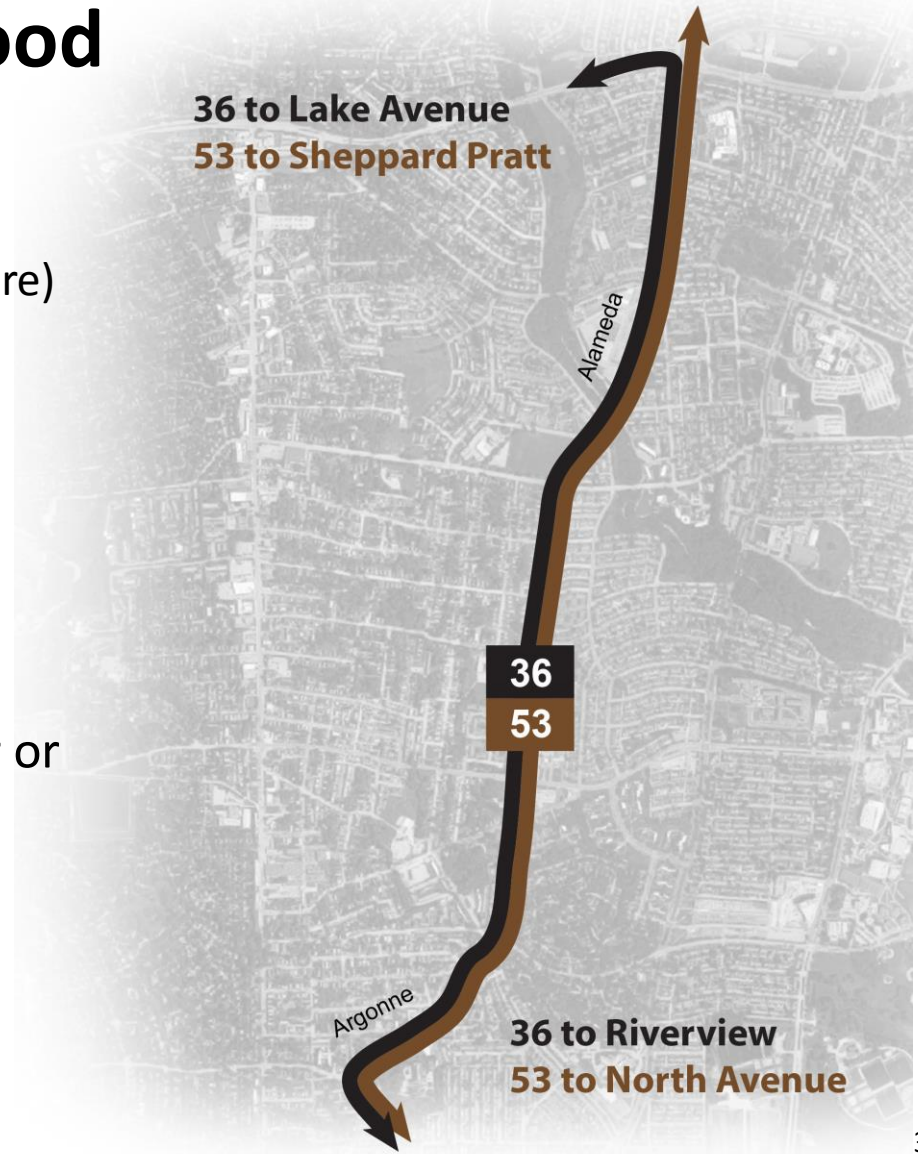
## Proposed Service

**MTA 36 ➔ LL 53 and CL Yellow**

(53: North Avenue (Light Rail Station) to Hillendale (Goucher and Taylor) or Sheppard-Pratt Hospital;

YW: Mondawmin to Kaiser Medical Center or Halethorpe;

*Transfer between the two via Light Rail)*





# Local Analysis – Northwood

## Current Service on Loch Raven

**MTA 3** (Downtown to Goucher & Taylor, Cromwell Bridge, or Sheppard-Pratt)

**MTA Express Bus 103**

(Downtown to Cromwell Bridge)

**MTA Express Bus 104**

(Johns Hopkins Hospital to Cromwell Bridge)

## Proposed Service

**MTA 3 ➡ CL Green, CL Silver, LL 53**

(GR: West Baltimore to Towson;

SV: Curtis Bay to Johns Hopkins University;

LL 53: North Ave to Goucher & Taylor or Sheppard-Pratt)

**MTA 103 = Express BusLink (EL) 103**

**MTA 104 discontinued**

3 to Goucher and Taylor, Cromwell Bridge, or Sheppard Pratt

**GR to Towson**

103 to Cromwell Bridge

104 to Cromwell Bridge  
(Discontinued)

3 to Inner Harbor

**GR to West Baltimore**

103 to Downtown

104 to Johns Hopkins Hospital  
(Discontinued)



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BALTIMORE  
**LINK**

# Local Analysis – Northwood

## Current Crosstown Service

**MTA 33** (Rogers Avenue to Moravia)

**MTA 44** (Woodlawn to Rosedale)

**MTA 58** (Reisterstown Plaza to White Marsh)

## Proposed Service

**MTA 33 = LL 28**

(Rogers Avenue to Moravia)

**MTA 44 → LL 30 and LL 31**

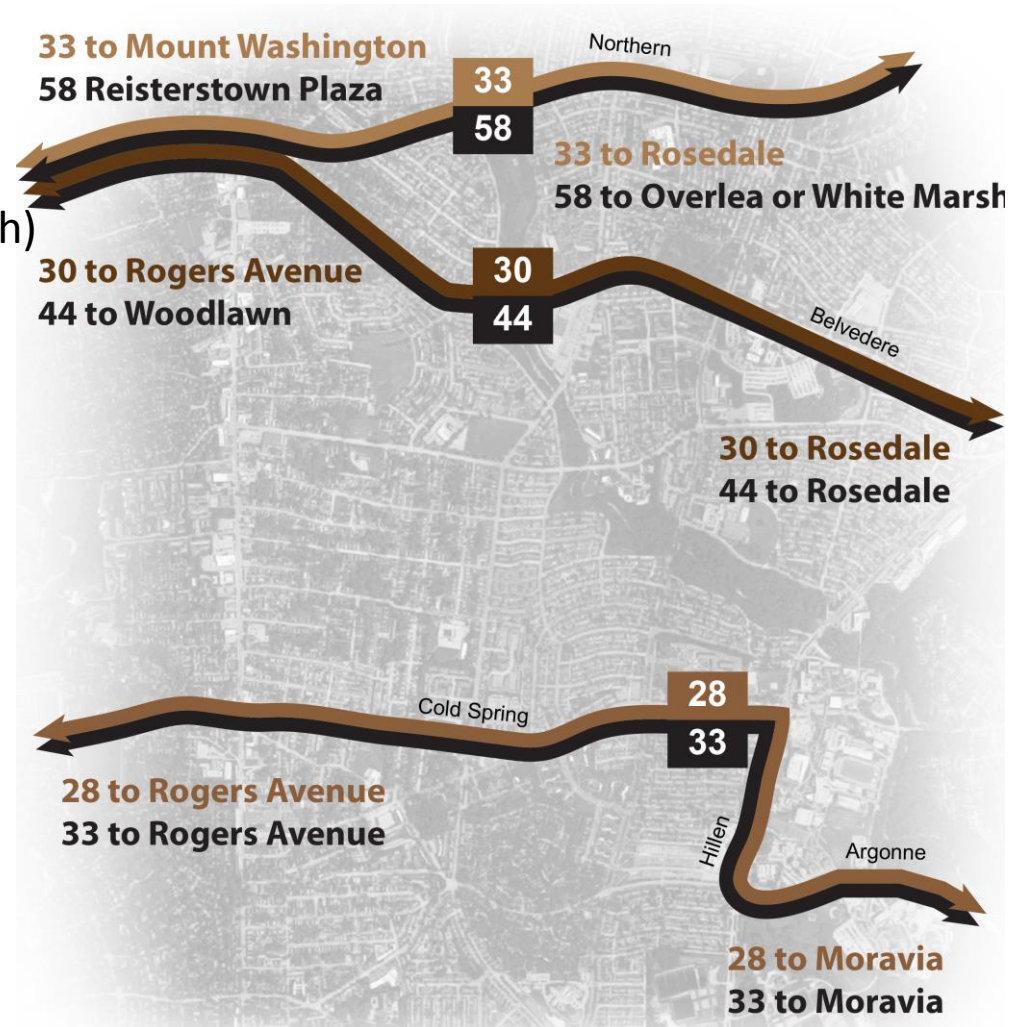
(30: Rogers Avenue to Rosedale;

31: Sinai Hospital to Woodlawn)

**MTA 58 → LL 33 and LL 35**

(33: Mt. Washington to Rosedale;

35: Mt. Washington to Woodlawn)



# Local Analysis – Proposed Services

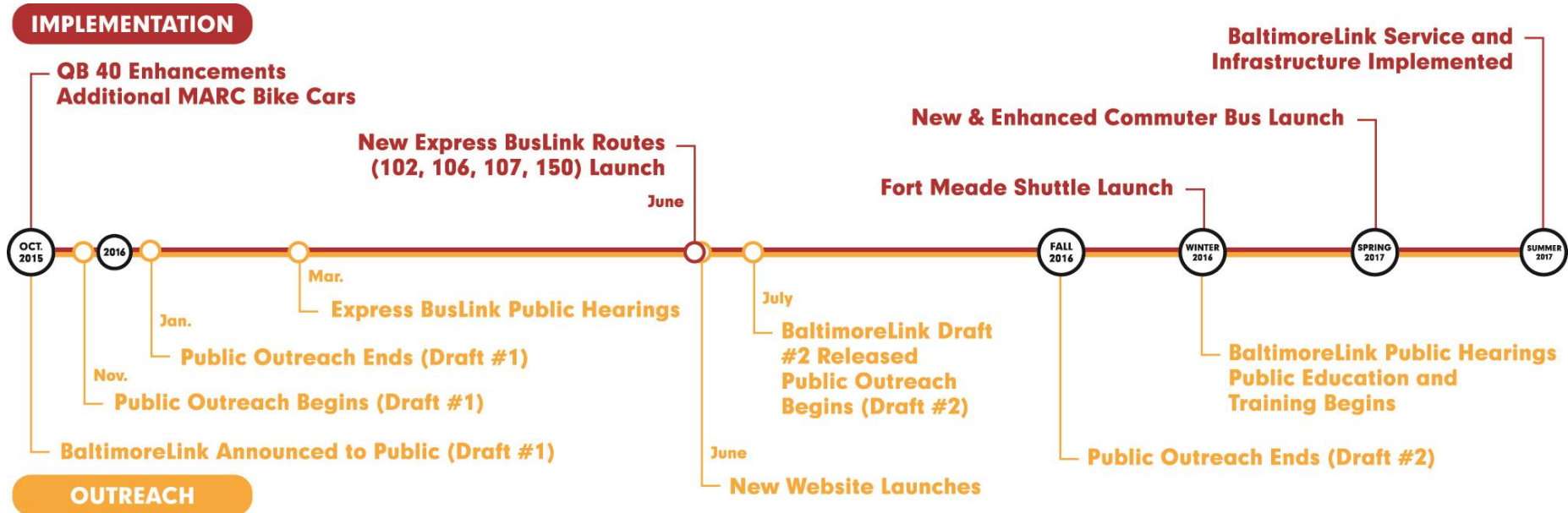
## Major Changes since Draft 1 in response to Your Feedback:

- Reintroduction of current 103 as EL 103
- Removal of current 104
- Extension of LL 30 to Rogers Avenue and to Rosedale
- Extension of LL 53 to North Avenue via Alameda like the current 36 (previously LL 53 terminated at Morgan State) and to Hillendale or Sheppard Pratt via Loch Raven
- CL Red moved back to Greenmount south of 39<sup>th</sup> Street like the current 8/48

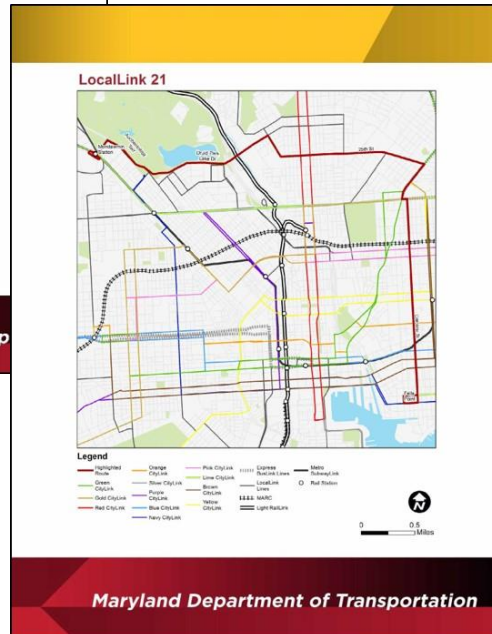




# BaltimoreLink Project Timeline



# You spoke. We listened.



- Route specific information on route alignment, levels of service and other valuable information

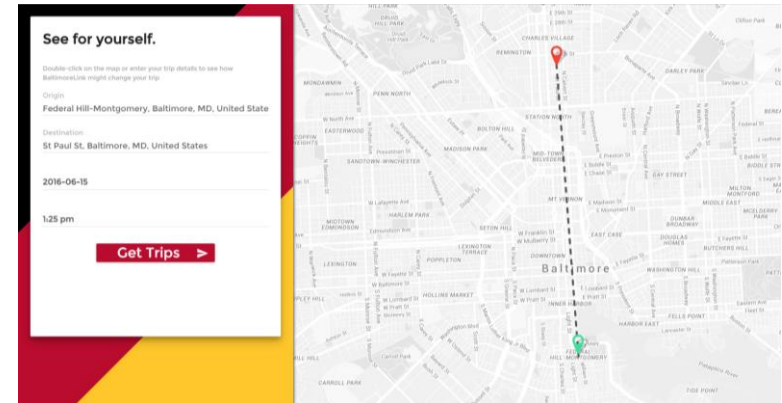
- Route name
- Route type
- Route end points
- Span of service
- Service frequency (M-F, Sat & Sun)
- Connections to rail and CityLink services
- Points of interest served
- Current routes
- Route Map

# More Tools to Help You

## You spoke. We listened.

### Trip Planner

- Compare existing street routing for a given route side-by-side with its BaltimoreLink replacement. Double-click on the map for origins and destinations, or type these in manually

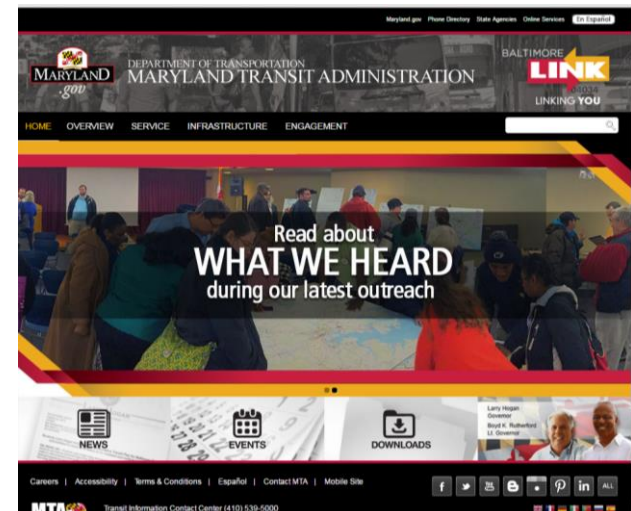


### Google Map

- Interactive Google system map allows you to zoom in on the updated network and view various routes and their frequencies

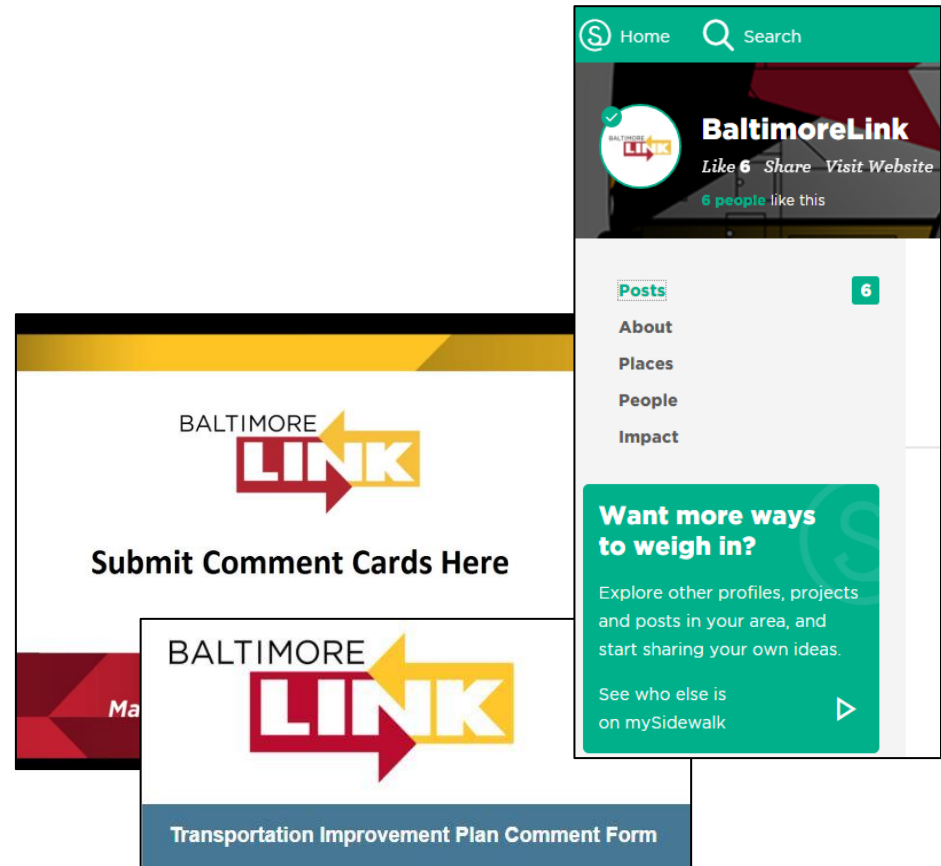
### New Website

- Access BaltimoreLink information easier by reading project updates, finding events in your area and downloading presentations and reports



# How to Get Involved

1. Attend a public workshop
2. Call the Hotline: 410-454-1998 and leave us a message
3. Engage in discussions on [mtamaryland.mysidewalk.com](http://mtamaryland.mysidewalk.com)
4. Compare your transit trips with the BaltimoreLink comparative trip planner
5. Submit a comment on [BaltimoreLink.com](http://BaltimoreLink.com)
6. Spread the word!



# Thank You!

- Stations are set up with Staff on hand to answer questions one on one about individual routes, the network system, and your future trips.
- Handouts are available at the sign-in table – take a few and share with your neighbors, coworkers, and family!

[www.BaltimoreLink.com](http://www.BaltimoreLink.com)  
[www.mta.maryland.gov](http://www.mta.maryland.gov)



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